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**Inventory for
Manuscript Collection
MS-11**

**Maxwell Family Papers
Inclusive dates: 1829-1913
Bulk dates: 1840-1870**

by
Anastasia S. Weigle

March 2012

Shelf feet: 1 linear foot
Number of boxes: 2
Accession Nos. 66.1819, 73.181, 2010.040.01

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Abstract

Maxwell Family.

Papers, 1829-1913 (Bulk dates: 1840-1870)

2 manuscript boxes, (1 shelf foot)

Prominent maritime family in Bowdoinham, ME

Personal papers of Capt. Noble Maxwell, his nephew, Capt. William Kilburn Maxwell and W. K. Maxwell's son, Alfred S. Maxwell. Included are invoices, receipts and correspondence relating to vessels both Noble and William K. were shipmasters. Noble's relationship with the Patten family is evident in this collection as he was master of a few Patten ships and worked closely with the George F. and John Patten's shipbuilding business. Personal papers include their own accounts, invoices, letters and a small number of ephemeral items. Also included is a ledger book belonging to Capt. William Kilburn Maxwell that shows disbursement costs for various vessels he was shipmaster on or had an interest in.

Donated by Miss Alice Maxwell and Francis K. Moon.

MS-11. Accession Nos. 66.1819, 73.181, 2010.040.01

Related material available at repository, MS-054 (Box 10), MS-115

Finding aid available in repository; folder level control

Added entries—persons:

Maxwell, Noble, *Captain*, 1792-1887

Maxwell, William Kilburn, *Captain*, 1828-1905

Maxwell, Alfred S., 1858-1924

Added entries—corporate bodies (including vessels)

Clara L. Preble (Ship)

Florence (Bark)

G. F. and J. Patten

Majestic (Ship)

Monmouth (Ship)

Noble (Bark)

Osteonthe (Ship)

Sheffield (Ship)

Trenton (Ship)

Added entries—key terms:

Account books

Merchant seamen

Seamanship

Ship Captains

Shipbuilders

Wages

Acquisition

The Maxwell Family Papers were donated to the Maine Maritime Museum in three different accessions. Miss Alice Maxwell, a descendant of the Maxwell Family in Bowdoinham, Sagadahoc County, Maine, donated the bulk of the collection in 1966. The remaining papers were donated in two separate accession, 1973 and 2010, by Francis K. Moon (Mrs. Phillip G. Moon), another distant relative of the Maxwell family through the Patten—Moon line. Accession Nos. 66.1819, 73.181, 2010.040.01

Provenance

Mrs. Phillip Moon may have acquired her papers from Miss Alice Maxwell. Both are descendants of the Patten Family and both had various items handed down to them from the Patten Family. However, the items Mrs. Moon had were objects, not papers. Since they both had a keen interest in their genealogy, they shared their knowledge and their collections with each other. Miss Alice Maxwell had papers of Noble Maxwell and these were made available to Mrs. Moon and the museum. Letters in 1966 between Charles B. Burden, M.D., Executive Director of the Maine Maritime Museum at that time, and Mrs. Moon, talk about Miss Alice Maxwell's papers. "I spent an hour this evening with Miss Alice Maxwell whom I found to be a delightful lady. She has told me that she will give the museum that part of her large collection of Noble Maxwell's papers which you don't want but wants you to see them first." (6/21/66) "I plan to get together with Dr. Cummins soon so we can work together on seeing what Alice Maxwell has." (1/28/66) "Miss Maxwell dropped off the first bundle of Capt. Noble's papers yesterday, much to my delight." (8/27/66) (*source: MS-054, Box 117, Folder 3, Moon Letters*)

There are two letters in the collection that are not part of the Maxwell family. One is written to a Mrs. Frank Williams from C. F. Heustis and the other is written to Capt. Andrew Williams from Snow & Burgess. Alfred S. Maxwell was married to Grace L. Williams and the connection may be there. However, these letters are dated 1864 and 1865 and Grace L. Williams was born 1868. It is not known when these letters came into the possession of Alfred and Grace Maxwell or became part of the Maxwell family papers.

Restrictions

There are no restrictions on the study use of these materials.

Physical Condition

Overall, the collection was in good condition other than the typical creases and soiled papers, not uncommon with a collection of this age. Some minor paper tear repairs would be required. The ledger has a few pages torn out. The leather spine is broken in a few places and the signature stitching has come away.

Biographical Notes

Captain Noble Maxwell (1792-1882), son of James Maxwell and Margaret Patten, was born in Bowdoinham, Sagadahoc County, Maine on April 9, 1792. His father, James Maxwell, was born on August 13, 1849 in Scarborough (now Portland). Noble's father, James Maxwell, and James' brother George, ventured up the Kennebec River and settled in the town of Bowdoinham. On November 27, 1777, James Maxwell married Margaret Patten, the daughter of John Pattern. As son-in-law to John Pattern, James partnered with the Patten family shipbuilding business becoming shipmaster of their schooner, *Industry*.

The money he gained from this venture made it possible for him to purchase land and take up farming. From there, James and Margaret raised nine children, 6 sons and 3 daughters. James Maxwell died on July 26, 1831.

Noble's siblings were sisters Mary, Betsy and Peggy and brothers James, Robert, William, Actor and John. Noble had a simple education going to sea as a youngster and saw some action during the War of 1812. Noble Maxwell was a very private man and kept personal matters to himself making his early years as a seaman not well known.

He was cousin to George and John Patten, and like his father James, had a business relationship with G. F. & J. Patten. He played a vital role in the success of their shipbuilding business. He commanded and invested in Patten-built vessels and was first master of a number of Patten vessels. He gained his early wealth by co-owning a number of these vessels including the brig *Noble*, latter re-rigged as a bark in 1838, the ships *Majestic*, *Andes*, *Palestine*, *Caspian*[1], *Sheffield*, *Delaware*, *London*, *Florence*, *Monmouth*, *Trenton*, and the schooner *Ceres*. A very shrewd business man, Noble Maxwell not only invested in seafaring vessels, but wise enough to invest in railroad stocks, bank shares and manufacturing companies. He was extremely meticulous when it came to managing his money and although not considered a scrooge he was intolerant of what he considered casual business practices. This intolerance caused an altercation between Capt. Noble Maxwell and George F. Patten regarding Patten's record keeping methods. Capt. Noble Maxwell took it a step further and called for an investigation of the Patten company accounts. This unfortunate incident caused a rift in the once amicable and prosperous relationship between Capt. Noble Maxwell and G. F. and J. Patten.

A confirmed bachelor, Capt. Maxwell had no children to inherit his property or money. Instead, he enjoyed warm relations with George and Hannah Patten and their eight children. George and Hannah Patten became his surrogate family and were quite generous to his relatives. He never turned away anyone with a need or help.

Capt. Noble Maxwell traveled up to Bowdoinham during his summers to visit with relatives while living the remainder of the year in Boston until he became too old to make the travel. Although quite wealthy, earning approximately \$80,000 per year, he did not live the life of a rich man. His relatives, worried about his well-being, persuaded him to stay with family members at South Framingham, Massachusetts, where he was cared for. When it became too difficult for Capt. Maxwell to manage his affairs, his relatives provided him with a trustee, a well-known Boston lawyer and together they handled all of his affairs. They all *"agreed that Capt. Noble should be provided with the best possible accommodations. Arrangements were made with the management of the Vendome Hotel, on Commonwealth Avenue, Boston, for a suite of rooms on the second floor with parlor and private dining room, together with service and the use of a carriage when desired. The cost—\$40 per day. He died peacefully at the Vendome Hotel in Boston on September*

13, 1887, at age ninety-six." (Decker)

He had amassed a large fortune at the time of his death, valued at \$191,428 which was about 2.2 million dollars in 1995, well over \$3 million in today's current economy. However, to avoid the inheritance tax, Noble Maxwell transferred most of his property to relatives before his death and it was found that Capt. Noble Maxwell's wealth exceeded \$2 million—about \$34 million in 1995—a staggering \$58.1 million in today's economy.

References:

1. Martin, Kenneth R. and Ralph Linwood Snow. *The Pattens of Bath: a seafaring dynasty*. 1st. Bath: Maine Maritime Museum and Patten Free Library, 1996.
2. "Charles Maxwell." *Biographical Review: Containing Life Sketches of Leading Citizens of Sagadahoc, Lincoln, Knox, and Waldo Counties Maine*. XX Boston: Biographical Review Publication Company, 1896.
3. Decker, Wilbur F. "Notable career of Noble Maxwell whose wealth reached seven figures." *Bath Independent* 21/11/1935, pg. 1.

Capt. William Kilburn Maxwell (1828-1905) was the son of Robert and Abigail Maxwell born on October 3, 1828 in Bowdoinham, Sagadahoc County, Maine. Robert Maxwell was brother of Capt. Noble Maxwell making William K. Maxwell his nephew and the grandson of James Maxwell. William's siblings were brother James and sister Susan.

Like his grandfather, James Maxwell, and his uncle Noble Maxwell, he too started his career in the seafaring business. United States Federal Census records show that William Kilburn Maxwell was a sailor in 1850 around the age of 21-22 moving up to shipmaster by 1870. He was shipmaster on a number of vessels including *Albert* (bark), *Clara L. Preble* (ship), *Otseonthe* (ship) and *T. J. Roger* (ship).

Capt. Maxwell married Elizabeth Deane, daughter of Capt. David Deane and his first wife Eliza Fernald Deane. They had two sons, Edgar J. and Alfred S. and three daughters, Francis E., Alice C. and Mabel C. United States Federal Census records show his sons were both sailors in 1880 and like many seafaring men in those times, it would seem that Capt. William Kilburn Maxwell used his wealth to purchase a piece of land to farm. This would seem to be the case based on the 1880 United States census identifying himself as a farmer under occupation. However, U.S. Federal census records for 1900 show that William Kilburn Maxwell was retired and together with his wife Elizabeth and daughter Mabel C. were living in Boston, Massachusetts.

Captain William Kilburn Maxwell died on February 21, 1905 at 77 years. His wife Elizabeth died in 1915 at 86 years.

References:

1. Deane, Mrs. William James. "Maxwell Family." Letter MS-054, Box 010 of *Maine Maritime Museum Reference Collection*.

Alfred S. [Skolfield] Maxwell (1858-1924). Alfred S. Maxwell was born in Bowdoinham, Sagadahoc County, Maine in 1858 as is marked on his tombstone. However, 1910 census records his birth date as 1854. He is the son of William Kilburn Maxwell and grandson of Robert and Abigail Maxwell. Robert Maxwell was the brother of Capt. Noble Maxwell.

There is very little known of Alfred S. Maxwell other than what United States

Census records provide which states that in 1880, at the age of 22, he was at sea as was his brother Edgar at the same time. Alfred Maxwell left his seafaring life to make his fortune in California. California Voter Registers report that in 1892 Alfred Skolfield Maxwell, from Maine was registered as a capitalist and in 1894 involved in mining. In 1895, he met and married Grace L. (Williams) Maxwell while in California and had one daughter, Alice E. [Eleanor], born on December in 1896.

By 1910, Alfred had moved back to Bowdoinham, Maine with his wife. However, his daughter is not listed as living with them in the 1910 census. Alice Eleanor may have stayed with Grace's mother Frances E. Williams in California, while Alfred worked to establish himself and a home for his family. United States Federal census records for 1910 and 1920 show Alfred's occupation as farmer. Alice E. Maxwell must have moved back after 1910 and she is listed as living with her parents in the 1920 census.

Alfred S. Maxwell died in 1924 and his wife Grace L. (Williams) Maxwell died in 1959. Their daughter, Alice E. Maxwell, who never married, died on November 28, 1979.

Scope and Content Notes

The collection is organized into three groups—1) Capt. Noble Maxwell, 2) Capt. William Kilburn Maxwell; and 3) Alfred S. Maxwell. In the first two groups I have created two series, Vessel Papers and Personal Papers. Group 3 is the smallest belonging to Alfred S. Maxwell and only contains personal papers.

The Vessel Papers are mostly correspondence and account summaries, invoices and receipts. Under Capt. Noble Maxwell, we find Patten-built ships for which Noble was either a shipmaster or owner/investor, or both. The Patten vessels mentioned in this collection are:

Ceres (Schooner) Capt. Noble Maxwell was part-owner
Florence (Bark) Capt. Noble Maxwell was part-owner
Majestic (Ship) First master and part-owner, Capt. Noble Maxwell
Monmouth (Ship) First master and part-owner, Capt. Noble Maxwell
Noble (Bark) [Started her life as a brig in 1822 but was re-rigged as a bark in 1838] First master and part-owner, Capt. Noble Maxwell
Palestine (Ship) Capt. Noble Maxwell was part-owner
Sheffield (Ship) First master and part-owner, Capt. Noble Maxwell
Trenton (Ship) First master and part-owner, Capt. Noble Maxwell

Noble's personal papers contain a few personal letters. The majority of his personal papers are invoices and receipts covering his lifelong investments in banks, railroad and manufacturing shares. Other receipts are room and board fees between 1835 and 1847, receipts for personal items 1841 to 1871, freight bills transporting his own goods 1848 to 1870 and subscription receipts to various publications (New-York Weekly Whig, Daily Evening Traveler, Boston Daily Advertiser, Boston Daily Journal, Massachusetts Ploughman, Merchants Exchange and News Room, and the Merchants' Exchange).

Capt. William Kilburn Maxwell papers also include vessel papers, in particular *Albert* (Bark), *Noble* (Bark), *Clara L. Preble* (Ship) and *Otseonthe* (Ship). An accounts ledger of disbursements for various vessels and crew names and wages is also included with his papers. Personal papers include invoices of personal goods purchased and letters from family members including his brother James M. Maxwell and his nephew Charles Maxwell.

The Alfred S. Maxwell papers are all personal related and include a few invoices, freight bills and two letters. As mentioned previously in Provenance, these two letters don't seem to fit within the Maxwell Family Papers. One is written to a Mrs. Frank Williams and sent by C. F. Heustis and the other is written to Capt. Andrew Williams sent by Snow & Burgess. The connection with these two letters may be with Alfred's wife, Grace L. (Williams) Maxwell.

Processing Notes

Although these papers were accessioned from two different donors on three different occasions, the collections had similar items belonging to both Noble and William K. Maxwell. The papers were initially in two boxes, one from donor Miss Alice Maxwell and other from the donor Francis K. Moon (Mrs. Philip G. Moon). They were already loosely organized within each box. It is not uncommon for family papers to be split up among relatives. However, this practice of splitting family papers destroys the provenance of the collection. Since both donors are descendants of Capt. Noble Maxwell, all accessions were treated as one collection in an attempt to protect the provenance and original order of the papers.

Alfred S. Maxwell papers were in accession 66.1819 donated by Miss Alice Maxwell and the letters to the Williams family were in the 2010.040.01 accession donated by Francis K. Moon with a note from her explaining the relationship between the Williams family and Alfred's wife Grace. These were placed together.

The collection was broken into three groups, each representing a general: Noble Maxwell, William Kilburn Maxwell and Alfred S. Maxwell.

Organization of Series

Collection Title: Maxwell Family Papers

Group 1. Capt. Noble Maxwell

Series 1.I Correspondence, Shipping Business

Series 1.II Vessel Papers—Shipmaster & part-owner

Series 1.III Personal Papers

Group 2. Capt. William Kilburn Maxwell

Series 2.I Vessel Papers

Series 2.II Personal Papers

Group 3. Alfred S. Maxwell

Series 3.I Personal Papers

Series Descriptions

GROUP 1. CAPT. NOBLE MAXWELL

Series 1.1 Correspondence, Shipping Business (1834-1850). These letters are separate from vessel letters where Capt. Noble Maxwell was a Patten shipmaster for specific vessels which are found under Series 1.2 Vessel Papers. The correspondence of Series 1.1 deal with matters of the shipping business that Noble was involved in with George F. & John Patten. They pertain to the arrival of cargoes, receipts of notes, transfer of funds, policies, payments, arrival and departure of vessels and other shipping matters. The correspondence are grouped by senders in alphabetical order and then chronologically as follows: 1. Chas. Davenport, 2. William Decker, 3. George F. & John Patten, 4. James Patten and lastly, 5. Various. [Note: There are hand-written copies of two outgoing letters from Noble Maxwell to G. F & J Patten; all other correspondence is incoming.]

Series 1.2 Vessel Papers (1829-1852). These pertain to vessels that Capt. Noble Maxwell was shipmaster of or had part ownership in and are grouped by vessel name in alphabetical order. Note: an item of interest is an indenture contract for one Johann Henrich Geers from Germany for an apprentice to Capt. Noble Maxwell, shipmaster of Boston dated 1831 Aug. 26. Not all vessel papers have correspondence. Majority of papers are account summaries, invoices.

Series 1.3 Personal Papers (1835-1871). Capt. Noble Maxwell retired from his seafaring days in 1844 devoting his personal time to the G. F. & J. Patten shipping business and investing heavily in Boston bank stock, railroad and manufacturing businesses. Personal papers include incoming correspondence, invoices, receipts, a small memorandum booklet, miscellaneous papers and ephemera.

GROUP 2. CAPT. WILLIAM KILBURN MAXWELL

Series 2.1 Vessel Papers (1863-1871). This series contains vessels that Capt. Maxwell Kilburn Noble was shipmaster of or had an interest in. An account book of disbursements for various vessels. Note of interest in this series is a photocopy of an account at sea during a hurricane written by John A. Dix, possible crewman on board. The vessel is not identified, but the shipmaster was Capt. William Kilburn Maxwell.

Series 2.2 Personal Papers (1868-1872). This series is broken down in two groups—correspondence and accounts. Under correspondence are seven letters—five from his brother James Maxwell, one from cousin Charles Maxwell and one from friend John Harwood.

GROUP 3. ALFRED MAXWELL

Series 3.1 Personal (1864-1865, 1909-1913). Personal invoices belonging to Alfred Maxwell are listed first and the two letters that may be Maxwell related through Alfred's wife are listed second.

THE MAXWELL FAMILY PAPERS

Finding Aid

Box# Folder#

GROUP 1. Captain Noble Maxwell

Series 1.1 Correspondence, Shipping Business

1	1	Davenport, Chas. 1842
	2	Decker, William 1848-54
	3	Patten, George & John 1834-49
	4	Patten, James 1845-50
	5	Various, 1842-50

Series 1.2 Vessel Papers—Shipmaster and co-owner

	1.2a	<i>Florence</i> (bark) Capt. Wm. Decker
6		Correspondence, incoming, 1844-47
7		Accounts, 1844-46
	1.2b	<i>Majestic</i> (ship)
8		Indenture of Johann Henrich Geers as apprentice Capt. Noble Maxwell, 1831 Aug. 26
9		Contract agreement, transport of goods/cargo, 1835
10		Ledger, expenses, 1830-40
	1.2c	<i>Monmouth</i> (ship)
11		Correspondence, incoming, 1841, 1852
12		Crew list, call on board and other list of names, n.d., 1841
13		Accounts—Summary, New Orleans, 1841
14		Accounts—Invoices and receipts, New Orleans to Liverpool, 1841
15		Accounts—Cargo & Freight, Manifest, 1841
	1.2d	<i>Noble</i> (bark)
16		Correspondence, incoming, 1844
17		Accounts—Summary, 1844
		—Invoices and receipts, 1844
		—Freight List, March 3, 1844
		—List of stores, 1844
	1.2e	<i>Sheffield</i> (ship)
18		Accounts—Receipts, 1837
		—Invoice of cargo, 1836 & 1937

Box#	Folder#	
1	19	1.2f <i>Trenton</i> (ship)
		Accounts—Invoice of Cargo, 1840
		Miscellaneous—note with list of names
20	20	1.2g Miscellaneous
		Receipts, n.d., 1829-45
		List of stores, <i>Savannah</i> [Schooner], n.d.

Series 1.3 Personal Papers

2	21	Correspondence, incoming, 1841-50
	22	Memorandum Book, 1841-46 [incl. 2 loose sheets]
	1	Receipts—Room & Board, 1835-43
	2	Room & Board, 1844-46
	3	Room & Board, 1847-58
	4	Room & Board, 1860-68
	5	Receipts—Personal, n.d., 1841-47
	6	Personal, 1848-49
	7	Personal, 1850-54
	8	Personal, 1860-71
	9	Receipts—Steamer Freight, 1846-70
	10	Receipts—Subscriptions, 1839-69
	11	Shares—Richmond Bank, 1853-55 (closed in 1865)
	12	Shares—Banks & R.R., 1842-60, Stephen Brown & Sons, Brokers
	13	Shares—R.R., 1844-68, Benj. Brown & Sons, Brokers
	14	Shares—Banks & R.R., 1859-71, Joseph L. Henshaw, Brokers
	15	Shares—Misc. receipts & notes pertaining to investments, 1842-71
	16	Stockholder notices, reports, bank notices & broker business cards, n.d., 1849-71
	17	Tax related papers, 1842, 1865-71
	18	Miscellaneous ephemera & cards, n.d., 1853-68

GROUP 2. Captain William Kilburn Maxwell

Series 2.1 Vessel Papers

2	19	2.1a <i>Albert</i> (bark)
		Correspondence, incoming, Nov. 22, no year
		Account Summaries, n.d., 1868-1871
		Invoice (1869) and receipt of payment for freight, 1871
		Certification of mortgage bill of sale. December 19, 1870

Box# Folder#

- | | | | |
|----|----|------|--|
| 2 | 23 | 2.1b | <i>Clara L. Preble</i> (ship) — Report of Survey, [1862] |
| | 24 | 2.1c | <i>Otseonthe</i> (ship) — Correspondence, 15 Apr 1858 |
| | | 2.1d | Various vessels, 1854-72 |
| 25 | | | Accounts Ledger (Includes handwritten note regarding insurance from 1868 to 1869) |
| 26 | | | Two (2) account summaries with Baring Brothers, 1864 & 1866 |
| 27 | | | "A Hurricane at Sea" by John A . Dix. Vessel name unknown, Capt. Wm. K. Maxwell. Written sometime between 1863 and 1865. |

Series 2.2 Personal Papers

- | | |
|----|---|
| 28 | Correspondence, incoming —Harwood, John, 1868 |
| 29 | Maxwell, Charles (nephew), 1884 |
| 30 | Maxwell, James M. (brother), 1868-72 |
| 31 | Accounts—Invoices & Receipts, Personal, 1877-1890 |

GROUP 3. Alfred Maxwell

Series 3.1 Personal Papers

- | | |
|----|---|
| 32 | Invoices and freight bills, 1909-13 |
| 33 | Correspondence, relations to Grace L. [Williams] Maxwell, 1865-64 |

Appendix A
Cross-Reference Index of Vessel Names with Corresponding Folder
 (* *Patten Vessels*)

Name	Type	Box / Folder
Andes *	Ship	1 / 10
Ann	Schooner	1 / 3, 10
Butler	Schooner	1 / 10
Caspian *	Ship	1 / 3, 4, 10, 17, 20
Ceres *	Schooner	1 / 3
Champion *	Ship	1 / 3, 10
Chiloe	Schooner	2 / 25
Clara L. Preble	Ship	2 / 25
Concern	Schooner	1 / 20
Delaware *	Ship	1 / 3, 4, 14, 20, 22
Detroit	Bark	1 / 2
Espanhola	Ship	1 / 5
Florence *	Bark	1 / 1, 3, 22
Halcyon *	Ship	1 / 4
Hydra *	Ship	1 / 2
Hylas	Schooner	1 / 3
London *	Ship	1 / 1
Maine	Ship	1 / 3
Majestic *	Ship	1 / 3, 5, 10, 22
Matanzas *	Bark	1 / 2
Manchester *	Ship	1 / 3, 4
Mary Fitzsimmons	Ship	2 / 28
Massasoit	Bark	1 / 20
Masura	Steam Frigate	1 / 3
Milan	Ship	1 / 2

Name	Type	Box / Folder
Monmouth *	Ship	1 / 1, 3, 4, 5, 10, 22
New Orleans *	Ship	1 / 10
Noble *	Bark	1 / 3, 10, 11, 22 and 2 / 25
Oregon	Bark	1 / 5
Otseonthe	Ship	2 / 25
Palestine *	Ship	1 / 1, 5, 10
Pride of America *	Ship	1 / 2
Savannah	Schooner	1 / 20
Sheffield *	Ship	1 / 1, 3, 6, 22
T. J. Roger	Ship	2 / 25
Trenton	Ship	1 / 1, 2, 5, 6, 10, 17, 22
Uncas	Brig	1 / 3
Wm. [William] Gray	Ship	1 / 2
Yankee	Schooner	1 / 3

Appendix B
Cross-Reference Index of Names with Corresponding Folder

Name	Box/ Folder
Alexander, W. [William] G., <i>Captain</i>	2 / 45
Blackmore, <i>Captain</i>	1 / 10
Bosworth, <i>Captain</i>	1 / 3
Brown, Joseph, <i>Captain</i>	1 / 3, 16, 17, 22
Cozins [Cousins], <i>Captain</i>	1 / 10
Davis, <i>Captain</i>	1 / 10
Decker, Noble, <i>Captain</i>	1 / 3
Decker, [William], <i>Captain</i>	1 / 1, 3, 16, 20
Duncan, <i>Captain</i>	1 / 5
Freeman, <i>Captain</i>	1 / 10
Houdlette, <i>Captain</i>	1 / 3
Kenney, [W.], <i>Captain</i>	1 / 3
Koe, <i>Captain</i>	1 / 10
Littlefield, A. N., <i>Captain</i>	1 / 3, 10
McLellan, <i>Captain</i>	1 / 10
Manson, Elijah, <i>Captain</i>	1 / 1, 2
Maxwell, Charles (Nephew of William K. Maxwell)	2 / 29
Maxwell, James M. (Brother of William K. Maxwell)	2 / 20, 30
Maxwell, Robert [Brother of Noble Maxwell]	1 / 20
Maxwell, William [Brother of Noble Maxwell]	1 / 20, 29
Maxwell, William Kilburn, <i>Captain</i>	1 / 2, 5
Millard, W. S., <i>Captain</i>	2 / 23
Mustard, [Geo.], <i>Captain</i>	1 / 3
Patten, [?], <i>Captain</i>	1 / 6
Patten, George F., <i>Captain</i>	1 / 10
Patten, James F., <i>Captain</i>	1 / 10

Name	Box/ Folder
Patten, [John], <i>Captain</i>	1 / 2, 5, 10, 17
Potter, David, <i>Captain</i>	1 / 1, 3, 10
Robins, <i>Captain</i>	1 / 14
Smith, <i>Captain</i>	1 / 3
Smithfield, <i>Captain</i>	1 / 3
Tarbox, J. H. [Joseph], <i>Captain</i>	1 / 4, 5
Williams, Andrews, <i>Captain</i>	2 / 21